

EMPLOYERS' LIABILITY LAW ACT OF JUSTICE

**It Should Not be Cheaper to Kill Men
and Pay for Them Than to
Provide Safeguards**

Editor Farmington Times:—

About thirty years ago the trade unionists of Great Britain, especially the coal miners and railroad employes, despairing of the enactment and rigid enforcement of laws safeguarding the working man, determined to remedy the employer's liability law and mulct the companies in damages for injuries to their workmen.

After much agitation, they secured, in 1880, the passage of an employer's liability law, making the employer in certain industries responsible for injuries to workmen when the accident was due to the negligence of superintendents, managers, foremen, or through obedience to improper rules or orders. Within two years, however, the decisions of the courts rendered the law nugatory by allowing the employer to "contract out." By these decisions it was held that if a workman received notice that he must forego his rights under the law and accept instead a claim to a benefit club established by the employer (to which the workman himself was obliged to contribute largely) he was held to have entered into a valid contract to surrender his rights.

In 1897, however, the act was widely extended and compelled employers to compensate their workmen for all injuries suffered in the course of their employment, whether caused by negligence or not. And similar laws have been enacted in a number of our States, but this legislation, while beneficial to the employee, has not been successful in compassing its original object.

It is unfortunately true of modern industry that in the majority of cases it is cheaper to kill men and pay for them than to go to the expense of making suitable provision for preventing accidents.

It is useless for the working men of this Lead Belt to shut their eyes to the fact that the employers will pay occasional damages for employees who are killed or injured if compelled to do so by law, rather than take the expensive precautions necessary for preventing the accident. The employer can and does insure himself against accidents to his workmen, and thus finds it cheaper, if less humane, to kill than to save. In the matter of acci-

dents, it not infrequently happens that an ounce of prevention costs more than a pound of cure.

But what the working men desire and demand is, not so much compensation for injury as prevention of injury. The working man who, through no fault of his own, is killed or maimed or permanently disabled in an industry, should receive from that industry either directly or through his heirs a suitable compensation, whether the injury is due to the negligence of the employer or not. It is inhuman to permit disabled workmen to starve; it is inhuman to permit widows and orphans of men who have died in the performance of their duty, to be left without suitable provisions for their future maintenance.

The working man, however, demands even more strenuously and justly that all possible measures be taken to prevent accidents. It is well to receive a thousand dollars for the loss of an eye or a leg, but it is better by far for the man, as well as for society, that the eye and the leg be not lost.

The commission or permission of preventable accidents should be considered a public crime, an injury not only to the working man, but to society at large. The factor of the laws of our State, which at the present time are frequently inadequate and sometimes remain a dead letter upon our statute books, should be greatly extended and should be enforced with the utmost rigor, and when men are killed or maimed or injured in mine or factory, through a violation of the plain letter of the law, as frequently happens in the Lead Belt, the employer should not only suffer in pecuniary damages, but should be liable to prosecution for a penal offense.

No country, however powerful or formidable, can be considered truly great which does not hold important the life and happiness of its citizens, even if they be the humblest of untrained working men or the least of the little children in the factories, and we hope and believe that the day is not far distant when there will be men in charge of the mines of this district who will care more for the lives of their employees than they do for dollars.

A WORKER.

STE. GENEVIEVE MEN FOUNDING A SPLENDID

HERD OF PUREBRED SHEEP

Our attention has recently been called to the enterprising spirit of two brothers who are starting a purebred stock farm over in Ste. Genevieve county. The men referred to are the Seibert Brothers, of Danby, Mo. They have purchased several registered Oxford Ewes and will build up a large herd of these splendid mutton sheep as rapidly as possible. They are also buying foundation stock for a pure-bred herd of Duroc Jersey hogs.

The special feature that we desire to call attention to in this article, is the class of stock that they are buying to start these herds. It takes a man with a large degree of foresight to have the courage necessary to pay the money required to secure the very best.

It is interesting to look into the history of the stock from these farms where the Seibert Brothers have purchased their ewes.

The stock came from McKerrow farms, Pewaukee, Wisconsin, where Oxford sheep have been bred for 30

years. Seibert Brothers have five daughters of Cowley U. S. A. 1st, who was grand champion at the Iowa, Minnesota, Wisconsin and Illinois State Fairs. Later grand champion at the American Royal; and finally won the grand championship at the International Live Stock show at Chicago. The following will show the tremendous successes of the McKerrow farms in the show ring with their sheep:

World's Fair, Chicago, 1893, ten prizes; Madison Square Garden, New York, 1895, 15 prizes; Omaha Exposition, 1898, 44 prizes; Buffalo Exposition, 1898, 26 prizes; The International at Chicago, 1900 to 1913, 274 prizes; World's Fair, St. Louis, 1904, 78 prizes; Seattle, 1909, 50 prizes; State Fairs in three years, 279 prizes.

We believe any one who starts out in the live stock business in this manner is a great benefactor to his community, and we hope and trust that many of the people in our own county will, like these men, see a vision of the splendid future for pure-bred live stock of any kind.

Our notion of a figure of speech is Hoke Smith.

Like Federal Banks

**Otto H. Kahn Says Government
Should Handle
Railroads**

In an interesting article in the February number of the "World's Work" on "The Government and the Railroads," Otto H. Kahn, one of the heads of the big banking house of Kuhn, Loeb & Co., expresses some striking and original views. Mr. Kahn takes the stand that government regulation of the transportation lines is preferable to government ownership, but declares the present system faulty. He holds one national authority should have sole charge of regulating rates and other matters affecting interstate lines, and that neither State Legislatures nor Commissions should have any jurisdiction over such carriers, excepting the exercise of certain administrative, police or public welfare powers within well defined limits. The Interstate Commerce Commission as at present constituted is swamped with more work than any seven men can possibly perform.

Mr. Kahn enunciates the idea that the national functions and character of railroads are analogous to those of national banks and that they should be handled in the same manner. "The formula and principle of the banking and currency legislation, viz., a strong, effective and controlling central federal board in Washington, relieved from detail work and from certain essentially conflicting functions (which should be conferred upon a separate body), with regional boards according to geographic groupings might prove exactly suited to railroad legislation. The same body which determines earnings by fixing rates should be charged with the responsibility of hearing and determining wage disputes between railroads and their employees, or, if that be not practicable, then at least with the duty of giving full weight and consideration to all factors that go to enhance the cost of operating railroads, such as legislative enactments like the Pull Crew Law, increased taxation, advance in wages, etc."

The financier also makes the point that it should be the successful business man, and not the failure, whose advice should be sought in government matters. Yet there is no country where the views of representatives of business are so little heeded and so frequently rebuffed where legislation affecting economic, industrial and financial matters is framed. He says: "Let us have no patience with the presumption that men who, mostly from small beginnings, have fought their way to the top after having passed through the hard and searching test and discipline of business, are to be ignored or distrusted in the shaping of the industrial and economic policies of the country, because of alleged incapacity or unwillingness to take a broad and patriotic view of national questions directly or indirectly affecting their own interests. Let us lend no countenance to the presumption that patriotism, virtue, and knowledge reside primarily with those who have been unsuccessful, those who have no practical experience of business, nor yet, be it said with all respect, with those who are politicians or officeholders."

INCOME TAX LIMIT NOT TO BE CHANGED

Washington, D. C., Feb. 19.—The proposal to amend the income tax law so as to include smaller incomes is virtually certain to be abandoned in favor of an increased rate on those already taxed, it was declared tonight by Democratic House leaders.

Sentiment against lowering the exemption limit in order to provide additional revenue for the preparedness program crystallized it was said, in the Democratic caucus Thursday night when House Leader Kitchin declared against changing the present minimum of \$3,000. Since then protestants against all reduction plans have become more outspoken daily.

Leaders declared tonight that virtually the entire preparedness revenue burden would be met with income taxes. Tentative bills looking to raising \$100,000,000 solely by an increased income tax rate are being discussed and will be offered soon in committee.

One of the Democratic leaders who will be active in framing the administration bill said tonight he would suggest doubling the present 1-cent rate on incomes below \$20,000 and possibly make the tax on incomes above that amount as high as 8 per cent. He also might suggest lowering the minimum income subject to the 1 per cent rate to \$15,000, he said.

Married men, according to this plan, would be given the advantage of an additional \$1,000 exemption as in the present law.

This would be a happy world if we could only believe everything we say.

"Eating Smoke"

"On the level, boss, there ain't as-y-lums enough in the world to hold all the nuts we saw. Every last one of 'em was eating smoke."

This is a free translation from the Spanish of the report made to the well known Admiral C. Columbus by a crowd of sailor boys he'd sent over to look at Cuba. They hadn't found and Northwest passage, but they had discovered tobacco. The voyage was a big success.

It was a classy pipe they saw—a Y-shape affair, which the natives called "Tabaco." The victim put the two points up his nostrils, then stuck the end over a nod of burning weed and took a draw. The records do not state whether this was done voluntarily or as a penalty. Our own Indians did better. They had real nifty pipes.

One of the best things the Spanish did was to take home samples of everything they found, and as tobacco wasn't nailed down, they carried away some of it, too. Jean Nicot, the French Ambassador to Portugal, got hold of a bunch and made so much fuss about it that people got the idea that he'd invented it. "Nicotine." See?

But it was the English who started smoking in Europe. Our old friend, Ralph Lane, First Governor of Virginia, and Sir Francis Drake took some tobacco over with them. Sir Walter Raleigh was the man you had to see in those days if you wanted anything done, so they gave it to him. He ordered an outfit of silver pipes and put tobacco across.

They say he "took a pipe of tobacco before he went to the scaffold." He made a big hit. "Divine tobacco" was what Spencer wrote about it. Sir William Byrd later called tobacco "that most bewitching vegetable."

Europe ate up the new fashion and it spread like the grip, but it didn't get by without a real hard fight and an anti-smoking crusade was no "college-sissy" affair in those days. They didn't spend their time talking about it and writing letters to the papers. They used the knout, put men in jail, fired them out of church and executed a few. But it was no use.

A cigar deserves a better start, but some our highbrows claim it got its name from our little friend, the katydid, "Cigaro" was the Spanish name and the learned ones twist this into coming from "ciudad," because it's built somewhat along the lines of that little pet. Then came the snuff craze. Every fellow who hoped to get into the society columns lugged a box around with him and sniffed up a handful from time to time.

And Americans did it! So far as anyone knows, they've been smoking over here since the year 1. The Indians thought so much of it that they put up the "No Fighting" sign on the place in South Dakota where the red pipestone came from. Anybody could go there and load up on pipes without being scalped when his back was turned. That was a part of the tobacco free masonry that today lets a poor unfortunate man who has to work for a living stop a real millionaire on the street and ask for a match.

RAISE THE PAY

One reason why the protagonists of bigger armaments have lost faith in the voluntary system is that it is extremely difficult to keep even our present meagre army and navy up to their full complement. Our recruiting methods are energetic and alluring, yet men fail to enlist. We could expand our regular army to two hundred thousand men by law, but where will the men come from? One possibility never is permitted consideration: raise the pay. If we can't get steel for our ships for twenty-five dollars, we offer thirty or thirty-five dollars, or whatever we must. If we can't get enough ordinary seamen to enlist at sixteen dollars a month we go short-handed. We accept the principle of paying for property for military use whatever is necessary to compete with industry. Property is not expected to serve us except for adequate pay; labor is expected to serve us for pay and partly out of patriotism. But labor on the same basis as property, and we shall not have serious trouble in recruiting. The financial burden will be greater, to be sure. That is the real difficulty with the voluntary system in time of peace.

Military men are proverbially bad politicians. Our officers have always endeavored to win popular support to projects for strengthening the army, only to fail and sink back into disgruntled forebodings. The military habit of mind appears to be incompatible with the technique of successful persuasion. Just now some of our ablest army men are engaging in compromising an excellent purpose with faulty popular methods. They tell us that we are in imminent danger of invasion; that a hostile army

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could easily be landed on the Atlantic coast between Boston and Washington, seize our great seaports, cut our industry to pieces, and force us to humiliating terms of national surrender. Perhaps they are right; but the average American believes that they are ludicrously wrong, and therefore is prepared to discount all their opinions, however well based some of them may be. They tell us that there is no chance of securing a sufficient defensive force by voluntary enlistment; we must have some form of universal military training. Perhaps again they are right, but the average American is not prepared to give serious consideration to the plan. The public is favorably disposed toward a moderate strengthening of the army and navy. It would be the part of wisdom for our military propagandists to agree upon the maximum strengthening which looks possible and concentrate upon securing it.—The New Republic.

A TESTIMONIAL

Judge Parry, in a recent article on "Rufus Choate, Advocate," says on occasion Choate would meet with his Sam Weller. Defending a prisoner for theft of money from a ship, a witness was called who had turned state's evidence and whose testimony went to prove that Choate's client had instigated the theft.

"Well," asked Choate, "what did he say? Tell us how and what he spoke to you."

"Why," said the witness, "he told us there was a man in Boston named Choate and he'd get us off if they caught us with the money in our boots."—Tit-Bits.

Anyone expecting to find the Colic one! unprepared will discover that he never runs out of gauntlets.

What has become of the old-fashioned lad who wanted to run away out West and kill Indians?

Villa has taken the grin out of gringo, but the go is still in its well-known 1846 form.

Of unusual interest is the announcement "Wonderful Campaign Year Bargain" by that sterling newspaper, the ST. LOUIS GLOBE-DEMOCRAT elsewhere in this issue. The full and complete DAILY GLOBE-DEMOCRAT, six issues per week, is offered on yearly subscriptions received by MARCH 1, 1916, to Rural Free Delivery and Star Route Patrons at the absolutely unprecedented rate of TWO DOLLARS PER YEAR, or if the Sunday paper is desired, seven issues per week for four dollars per year. This remarkably low rate is also open to subscribers who receive their mail at post offices where the DAILY GLOBE-DEMOCRAT is not handled by local newsmen. It is NOT OPEN to subscribers who live in towns served by DAILY GLOBE-DEMOCRAT newsmen. The regular price of the DAILY GLOBE-DEMOCRAT including Sunday is \$6. per year. Daily without Sunday, \$4. per year. Read the announcement and grasp the opportunity while you may. No subscriptions accepted at the special rate after March 1, 1916, or for a shorter term than one year. Send in your subscription today. Address: Globe Printing Company, Publishers, St. Louis, Mo.

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